

PRICE FIVE CENTS.

LICKED UP BY FLAMES.

The Large Conflagration in New York City.

SEVERAL FIREMEN BADLY INJURED.

A Convent School on Fire—Panle Among the Children—The Railroad Crematorium in Ontario, Etc.

New York, July 16.—Fire was discovered about 5 o'clock this morning in the five-story brick building on the Metropolitan street, between Broadway and Sixth avenue. In a few minutes the flames mounted up through the structure, finding ready food in the light stoves stored therein. Before the firemen arrived the whole place was a raging furnace. The flames were shooting up into the sky. Three alarms were sent out, and the special engine companies summoned from the neighboring districts. The warehouse formed an "L" with the Casino building, and for awhile it was feared that that beautiful temple of light opera would be in ashes, but it was saved by the heroic efforts of the firemen. The hotel Normandy is quite near, and the sparks descending on this building set it on fire, and the guests were

HURRIEDLY SUMMONED TO LEAVE. The porters rushed through the halls and knocked at every door. The guests were told there was no immediate danger. They were asked if they would have time to pack their valuables, and being answered in the affirmative, they soon packed their trunks and carried them down stairs. The fire on the roof of the Hotel Normandy was soon extinguished, however, and the guests being reassured, went back to their rooms.

Soon after the firemen had got to work at the storage warehouse, a terrific explosion occurred, and seven firemen, who were at work on the first floor, were blown through the windows to the street. All of them were severely burned about the hands and feet, and an ambulance call was immediately sent out. When the ambulance arrived most of the injured firemen were unconscious, and by that time five of them had been conveyed in patrol wagon No. 3 to the hospital. They were Captain Viller, of engine No. 28, and his men. The other two were John Conroy and John Douglas, of engine company No. 1. They were taken to the hospital in an ambulance. The business was conducted by John Bickelocker, and the buildings and land are the property of the Golet estate. The fire was discovered by the watchman, Angus McDonald, who was in the building at the time. At once sounded an alarm. The damage, as far as could be estimated, was half a million, although it may be much more. The warehouse was used by some New Yorkers, who are out of town, and contained furniture, paintings and valuable bric-a-brac of all kinds. The names of the firemen injured during the fire are: Foreman Peter Vedder, head, face and hands severely burned; Edward Curley, head and face burned, taken home; John Trainer, face and hands burned; James Delaney, face and hands burned; Patrick K. Breen, severely burned.

Breen was outside the building on the ladder. He was blown down and fell twenty feet. He sustained concussion of the spine. Others were injured by the concussion on the ground. They were blown through windows and doors into the street. Several policemen were cut by the flying glass.

The loss will probably exceed \$200,000. The fire started on the second floor, and owing to the combustible material stored there, spread rapidly. The flames ran along the hallways and stairways to the upper floors, and in fifteen minutes the whole building was ablaze. It was with difficulty that the flames were kept from the adjoining building.

And Still Another. An hour before day a fire broke out in St. Joseph's asylum, at Eighty-ninth street and Avenue A. The main building was ablaze, and the colony of children within in an uproar. The outbreak had occurred in the basement. Nearly 200 children, the full complement of the institution, were asleep within its walls. The sisters in charge, throughout the scene of terror and confusion that followed, struggled with great heroism and courage, and to facilitate the work of rescue, they aroused the sleepers promptly and sped them on their way to the street. The thick smoke and unknown terrors of the night were a hindrance, but the sisters maintained their hold upon them with difficulty. A roundabout way was taken to rescue the children, and the following was soon cleared and the children directed to the police station in 88th street, where they were marshaled by the sisters. The fire was extinguished by the fire department. The children were rescued and the building was saved. The fire was caused by a candle which had been left burning in the basement.

THE ONTARIO HORROR. The List of Casualties Over One Hundred. Incidents of the recent fire in Ontario, Canada, which broke out on July 16, are as follows: A special from St. Thomas, Ontario, in relation to the railroad disaster there yesterday, places the number killed at nineteen and the injured above forty. After the collision, passengers commenced emerging from car windows and every available means of egress being taken advantage of. A majority of the passengers in the car next to the engine had been got out when the engine plunged into the train. Engineer Donnelly was found in the cab with his hand on the lever, as if endeavoring to make the air brakes work.

To add additional horror to the already sufficiently appalling affair, the section of the freight train which the engine of the passenger train plowed, consisted of two cars, containing tanks filled with crude oil and a loaded with barrels of refined oil, and almost before the passengers heard the crash of the collision it was followed by

A TREMENDOUS EXPLOSION, which could be heard for miles.

A pyramid of red fire and black clouds towered up in the air and in a moment sheets of fire burst out and enveloped the cars, dwelling and warehouses in the vicinity. Burning oil was scattered around in all directions, setting fire to the ground and salt warehouses, and the fire to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

CAMP GRADY.

The Cool Retreat of the Governor's Horse Guard.

AN EARLY MORNING CAVALCADE.

Captain Milledge Leads His Men Through to Salt Springs—Incidents on the Way—A Delightful Trip.

CAMP GRADY, NEAR SALT SPRINGS, July 16.

HILE under unbraced trees, are set two score white tents, and upon their camp-cots the Governor's Horse Guards are trying to drive away the heat under which they made their trip to this point; the neighing of the horses in the adjoining grove, the clank of sabre and the jingle of rowel all tell of the martial aspect of the occasion.

When the Governor's Horse Guards began to assemble in front of their army in Atlanta, the air was crisp and cool, while the sky overhead shone forth in the deepest blue. As Captain Milledge rode up on his charger, a streak of golden light shot above the housetops, and as the animal chafed

under firmly held bridle, and reared up, the captain's good morning to his company was, at the same time, a salute to the rising sun.

The glory of the dawning day was radiant upon his face, only to radiate still more when his eyes fell upon a gallant charger, which was riderless, and whose presence had never been noted in the ranks before. Sergeant Woodside, taking the charger by the reins, led him up to the captain and said:

"Captain Milledge, in behalf of the Governor's Horse Guard, it becomes my pleasant duty to present to you a horse from the blue grass regions of Kentucky. We all, sir, honor you as a soldier, respect you as a commander and love you as a brother."

Oswego, N. Y., July 19.—The St. Lawrence made her way to Thousand Island park and when about an equal distance from the two parks, the Canadian steamer, the St. Lawrence, was met by the American steamer, the St. Lawrence, and the two ships passed in close proximity, but the foreigner made no sign of recognition; notwithstanding the un-jack-on-the-steamers from the St. Lawrence peak. The turn out of the people at the park was the largest encountered, but no stop was made. One of the features of the park was the decoration of the cottage of John A. Traver, ex-commander of Post Spratt, Grand Army Republic, of Watertown. The St. Lawrence passed close to Central Park and took a turn about the small island there. Then the channel was taken to Alexandria bay. At 6 o'clock the steamer could be seen from Clayton winding in and out of the islands and a band of people made ready to receive the party. Again the boat headed down the river, the idea being to remain among the islands until illuminations could be seen. The United States revenue cutter Bibb, Captain Constable commanding, which was at Cape Vincent when the excursion embarked, proceeded at once to Clayton to be present at the landing of the party which took the train for Alder creek at this point.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

THE ENGINEER KILLED. UTRICA, N. Y., July 16.—An accident happened to the president's train tonight. While returning from Clayton to Alder creek, the train was brought to a stop before the accident. The engineer had his hand on the whistle to blow for a crossing, when the connecting bar to the driver's side of the engine broke and the train was thrown off the track. The train was thrown off the track and the engine was overturned. The train was thrown off the track and the engine was overturned.

this moment. Nothing on earth could make me prouder than such a present—a thoroughbred horse, whose proudly arched neck, glossy coat and limbs graceful, though muscular, indicate from what country he sprang. The present itself is a welcome one to me, but coming as it does as a token of love and appreciation from the members of my company, there is naught on earth, nor in the heavens above, nor in the waters beneath that is as precious. We are not only a military company, but a brotherhood. When for months I was imprisoned in a dark room to keep the light from my falling eyes my gloomy hours were soled by the presence of the members of this company who did all in their power to cheer me that one brother could do for another. I know not what fate may have in store for me. It may be that the last of life will be days of darkness, and I may be no longer able to look upon the beautiful gift, or see the loved faces of my friends. Even in that hour of gloom I will be happy when I look back through the vista of the past and review the sunshine and shadows that have fallen across my path, and remember the joy which moments when the brightest of all earth's sunshine lights up my way in life. Commande, I thank you; God only knows how much I thank you.

The loud G—H—G—hip—hurrah which swelled up from forty throats betokened how well the captain had touched the sympathetic chord which binds true men together. "I shall name him Fitz-Hugh Lee," said Captain Milledge, "one of the men whom I esteem most highly in this world."

The scene by this time was grand. The Guards, thirty-five in number, in full dress with white helmets, and mounted upon restive and prancing horses, well nigh filled up the square, while held aloft in the hands of the trusty ensign the colors, three stripes, red, white and red, with the Georgia coat of arms on blue background, stood out in full view by the stiff breeze which fanned the cheeks of early risers. At 5:30 a. m. the clarion notes of the bugle called the horsesmen to order, when the command, "right forward, two right, march," sent the column on its way out Broad street to Mitchell, into Forsyth, and thence out to

three as the troop passed onward to Salt Springs. Along winding paths, through the cool verdure of the forest and suddenly into an open retreat, where, nestled amid flowers and shrub, a country house was seen. But it was not the rural scene of peace or the home-like house that caught the eyes of the troopers. It was the dainty milkmaid who suddenly raised her eyes and sent arrows piercing through the hearts of even those who were old enough to prove against such charms. With a spray of wildflowers at her throat, her deep blue eyes speaking innocent surprise, her loveliness the more prominent from the simple garb she wore, it was no wonder that Captain Milledge's orders were unheard; that there were stragglers along

here; that even such a staid man as Lieutenant Miller had to dismount for the ostensible purpose of rearranging his trappings.

The head of the column on reaching Greene's bridge began the familiar tune of "The Girl I Left Behind Me," which was taken up all along the line, until the woods resounded with the music of those who would like to be in love, as well as of those who had been in love and got well of it. The next clearing showed an immense field of watermelons. The old farmer stood leaning upon the fence as if old memories were running through his brain.

"May we have some melons," he was asked several times before he could be made to hear. Then, as if arousing from a sleep, he shook himself up and said:

"Boys, you'll be papersoldiers as long as you live."

The sharp crack taken up at this point, and continued until Toland's corner was reached, exhibited the company at its best. The clatter of hoofs, the clashing of arms, the clatter of the plumes in the sunlight made Milledge's men on the route a sight not to be forgotten.

When Toland's corner was reached, a half hour had sped by, and under the shade of a clump of trees the command dismounted and assumed the fatigue uniform. While engaged in this duty a crowd of country folks gathered. The boys stood a little in awe, and looked on from a distance, but one bearded old man ventured up and said:

"You remind me of old times, all except your clothes, but by the time you will have been in as long as I was in the old Seventh Georgia your clothes will be as old as I am."

"All honor to your faded suit," said Captain Milledge, as he looked upon the old veteran.

"You proved your worth under showers of lead. The men need not be the occasion to show that the blood of the sons has not deteriorated."

[illegible]

PROFESSIONAL.

EXHAUSTED VITALITY

The illustration shows an open book on the left with the title "THE SCIENCE OF LIFE" printed across its two pages. To the right of the book is a detailed black and white portrait of an elderly man with a prominent nose and receding hairline, looking slightly to the side.

KNOW THYSELF.
More Than One Million Copies Sold.
IT TREATS UPON NERVOUS AND PHYSICAL
Debility, Premature Decline, Errors of Youth,
Exhausted Vitality, Lost Manhood, Impaired Vision
and Impurities of the Blood and the untold miseries
consequent thereon. Contains 200 pages, substantiated
medical reasoning, full and warranted the best
popular medical treatise published in the English
language. It is only one penny and is printed and
concealed in a plain wrapper. Illustrated pamphlet for
if you send now.
Published by the **PEABODY MEDICAL**
INSTITUTE, No. 4 Bulfinch street, Boston
Mass., WM. H. PARKER, M. D., Consulting
Physician, to whom all orders should be
addressed.
wky sun d m
Young Men's Library Association

Leaves on the 20th at 6 o'clock p. m., via E. T. V.
G. R. R.

ROUND TRIP \$8.00!

Tickets are good for ten days. A great many of
Atlantic's best citizens have already made arrange-
ments to go.

For further information call on Mr. L. J. Ellis,
Kimball House office, or F. M. O'Bryan, Eng. S. S.
Whitcomb street.

Special rates at the hotel on the Island for the ex-
cursionists will be given. Can return on tickets at
any time within ten days.

EXCURSION TO CUMBERLAND ISLAND

The Atlantic's Excursion to Cumberland Island

ROUND TRIP TICKETS ONLY \$

GOOD FOR TEN DAYS.

Cheapest Rate Yet Given.

n. m.

The Atlanta Rifles Excursion

—TO—

—CUMBERLAND ISLAND.—

Round Trip Only \$7.00!

The lowest rate given this season.

TICKETS GOOD FOR TEN DAYS.

CHARLESTON LINE

Fast Freight Schedule

—VIA—

Georgia and South Carolina Railroad

New York 9:30 p. m.; arrive Charleston 5:00 a. m.
(62 hours); leave Charleston 5:30 p. m.

—ARRIVE—

Matcon 6 15 a. m.	Time, 87 hrs.	15 m.
Albans 12 15 a. m.	" 87 "	35 "
Matcon 6 40 a. m.	" 87 "	35 "
Milledgeville.....	" 87 "	12 "
Waynesville 8 25 p. m.	" 101 "	25 "
Charleston 7 2 p. m.	" 100 "	20 "
Rome 5 10 p. m.	" 98 "	10 "
Nashville 11 55 a. m.	" 116 "	56 "
McDonough 8 30 p. m.	" 103 "	40 "

STEAMERS

Leave New York from Pier 29, East River, every
Tuesday and Friday at 3 p. m.
Leave Philadelphia at 10 a. m. on Thursdays.
Leave Charleston for New York and East, Tue-

YOUR SPECIAL ATTENTION IS INVITED TO
THE NEW STEAMERS
"Seminole" and "Cherokee."
than which there are none finer on Atlanticthe
Coast.
Careful handling of goods, prompt adjustment
claims, and satisfaction guaranteed by this line.

E. R. DORSEY, G. F. A.
Ga. R. R., Augusta, Ga.

W. H. Rhett, 317 Broadway, New York City.
D. D. C. Mink, 12 South Wharves, Phila. Pa.
A. DeW. Sampson, 201 Washington St., Boston, Mass.
Theo. G. Eger, Traffic Manager, 35 Broadway, New York City.
W. A. Courtney, Jas. Adger & Co., Charleston, S. C.
J. M. Selkirk, Atlanta, Ga.
S. W. Wilkes, Contracting Freight Agent, Ga. R. R. Co., Atlanta, Ga.

OF FURNITURE

& CO.'S,

s in Furniture

of Furniture cheap.

Low Sale Prices

\$250.00.
old price \$30.00.
40.00; old price, \$60.00,
Oak at \$65.00; usual price, \$90.00.
Sideboards at \$20.00; old price, \$30.00.

Sideboards at \$20.00; old price, \$40.00.
Bed Lounges and Parlor Suits at cost.
Dresses at cost. Bargains in all kinds of
clothing.

TER STREET.
(an Kealy's Store.)

MISCELLANEOUS.

222 WHITEHALL ST.

ATLANTA, GA.

CRACKERS, ETC.

Best Goods Made.

McBRIDE & CO.,

29 Peachtree Street.

FRUIT JARS, FLY PANS,

DRY-ICE REFRIGERATORS,

CREAM FREEZERS,

Gate City Stone Filters,

HAVILAND'S CHINA.

Fine Cut Glass, Brass and Bronze Goods.

MODERATE PRICES.

—M'BRIDE'S—

THE WEATHER REPORT.

Indications.

For Georgia: Fair weather; stationary temperature; southerly winds in eastern portion, westerly winds in western portion.

Daily Weather Bulletin.

OBSERVER'S OFFICE, SIGNAL SERVICE, U. S. A.,
G. S. CUSTON HOUSE, ATLANTA, JULY 16-10 p.m.

All observations taken at the same moment of actual time at each place.

STATIONS.	Barometer.	Thermometer.	Wind.	Direction.	Force.	Velocity.	Barrel.	Weather.
Augusta.	30.02	78	SW	Light	7	0.0	Clear.	
Savannah.	30.07	78	SW	Light	7	0.0	Clear.	
Jacksonville.	30.10	80	E	Light	7	0.0	Clear.	
Montgomery.	30.08	78	SW	Light	7	0.0	Clear.	
New Orleans.	30.10	80	SW	Light	7	0.0	Clear.	
Galveston.	30.12	80	SW	Light	7	0.0	Clear.	
Port Smith.	30.10	80	SW	Light	7	0.0	Clear.	
Shreveport.	30.10	80	SW	Light	7	0.0	Clear.	

LOCAL OBSERVATIONS.

6 a.m.	28.05/69	W	0.0	Fair.
9 a.m.	28.06/69	W	0.0	Fair.
12 p.m.	28.06/69	W	0.0	Fair.
3 p.m.	28.06/69	W	0.0	Fair.
6 p.m.	28.06/69	W	0.0	Fair.
9 p.m.	28.06/69	W	0.0	Fair.
Maximum thermometer.	74			
Minimum thermometer.	60			
Total rainfall.	0.0			

Cotton Belt Bulletin.

Observations taken at 6 p.m.—75th meridian time

	Max.	Min.	Weather.
Atlanta, Ga.	94	74	.00
Anderson, S. C.	103	71	.00
Cartersville, Ga.	96	72	.00
Columbus, Ga.	96	75	.00
Chattanooga, Tenn.	95	72	.00
Gainesville, Ga.	94	69	.00
Greenville, S. C.	101	73	.00
Griffin, Ga.	98	76	.00
Macon, Ga.	99	75	.00
Newnan, Ga.	97	73	.00
Waynesboro, Ga.	98	72	.00
Toccoa, Ga.	96	74	.00
West Point, Ga.	96	74	.00

REAL ESTATE.

Samuel W. Goode & Co.'s Special Column.

Real Estate Bargains.

For a seven residence on central Hunter street

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

100 to 150 feet each.

RENEWED PROSPERITY

Crop Talks With Men From All Parts of Georgia.

BRIGHTER OUTLOOK SINCE THE WAR.

The Corn Crop Made Cotton Prospects Excellent—Farmers and Planters Happy—Farming Notes.

It has been many years since the crop out-

look for Georgia was as favorable as at present.

From all parts of the state comes the same

report. All the indications point to a most

successful season, and the farmers and planters

are happy. This bright prospect has a beneficial

effect upon all branches of industry, for it is an

axiom that prosperity among the farmers is

general prosperity. It is but natural, there-

fore, that "the crops" should be a subject

of conversation wherever men congregate.

There are in the legislature of Georgia a num-

ber of prominent farmers and planters. The

representatives of the people, no matter what their walk in life,

are men of intelligence and observation. The

crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

of the country and the people in their

sections of the state which they represent.

The crops are of their own growth, and they are

consequently interested in the condition

THE CONSTITUTION.

COLONEL CROSS.

The Daring Villain's Wild Career

On Two Continents.

A BRILLIANT WICKED AMERICAN'S LIFE

He Insinuates Himself Into the Good Grace

of Europeans Only to Betray

Their Confidence in Him.

From the Philadelphia Press.

This mention of F. B. Cross's name brings be-

fore the recollections of a man whose career of

crime was so varied that it reads more like a

chapter in fiction than in fact. He was of

admirable physique, tall, and with a clear, open

countenance, and a pair of wide, open, honest

looking eyes, which would pass him anywhere

as a man to whom the hint of wrong-doing

would be nauseating. People who know him

intimate tell me that in his manner Cross fully

bore out the estimate humorously formed by look-

ing at him. He was a man of easy, dignified

bearing, graceful in every movement, and pos-

sessed that unexplainable magnetism that at-

tracted men as well as women and made them

his friends. I am talking of the man when he

was in his prime—way back by now for times.

Hon. John W. Mason, United States Minister

to France, once said, "I have known Cross for

years, and he is still the same. He is a man of

force, and it took repeated and positive pro-

ofs of guilt to break the friendship.

The most interesting part of this man's life is

laid in Europe. After committing numerous

successful forgeries in New York, Philadelphia

and Boston, he appeared in Paris in the winter

of 1859, accompanied by his famous slave, "Bob,"

who had been bought in Maryland. Cross, then

of this city, and among his other friends he

counted Hugh Hastings, then editor of the New

York Commercial Advertiser; James Johnson,

of the Albany Argus; the wealthy Don Peters

Haley, of Lynchburg, Va.; General Lansing,

of the Albany Argus; and many others. Cross

then of the proprietors of the Grand Hotel, and

many other gentlemen prominent in art,

literature and finance—especially finance.

The reckless American kept open house, and

as his man Bob could make the most delicious

mint juleps (the enticing drink that depopulated

a southern town), he was never without

a supply of the drink. He was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

knowledge, and he was a man of great

FROM SIRE TO SON.

THE BABY'S SKIN.

John Ryan's Princely Gift to His

Two Boys.

\$325,000 AT ONE OFFERING.

From Tipperary to Atlanta—Thirty-Five

Years in the Dry Goods Trade—

An Interesting History.

The gospel of Atlanta for two days past has

been the deed of gift from Mr. John Ryan to

his two sons, Stephen A. and John F., the

amount involved being about \$325,000 or more.

By this princely generosity from sire to son,

the great question of the future of the family

in this city now and forever, fall heir to a

business that last year amounted to \$675,000,

besides some of the most valuable property in

Atlanta, estimated to be worth not less than

\$150,000, the frontage being nearly evenly

divided between Whitehall and Broad streets.

The exact division of the property, from the

deed drawn by Colonel Albert Cox, and regis-

tered yesterday, is as follows:

Stock of goods. \$135,000

All accounts and mortgages. 40,000

Real estate on Whitehall and Broad streets. 150,000

Total. \$325,000

As the stock of goods is of the highest quality,

and is reasonably worth the value placed upon

it, and as the real estate, notes and mortgages

are also liberally estimated, the gift of such a

sum—\$325,000—makes Mr. Ryan's present to his

sons probably the largest ever re-

corded in Georgia at one time. Mr.

Ryan, leaving the store for making the

offering except a father's devotion, and his own

desire to retire from active business life. The

boys, to their credit be it said, are bearing their

honors with becoming modesty, and there is

no danger of their heads turning on account of

their father's big heart. While they might

reasonably have expected to inherit a good

sum, sooner or later, they would have been pre-

pared to welcome such a sudden rise into indi-

vidual affluence.

It will be interesting to THE CONSTITUTION

readers to know something of a man who is

rated as a millionaire, and who could now

make each of his remaining five children, as

well as himself, a millionaire. He is John F. Ryan,

of \$162,500. John Ryan was born in Tipperary,

Ireland, sixty-one years ago, and came to

America at the age of twenty-five. After

leaving the country for a year or more,

he came to Atlanta and started the dry goods

business in the present stand, from which he

has never moved. He had probably \$15,000 or

